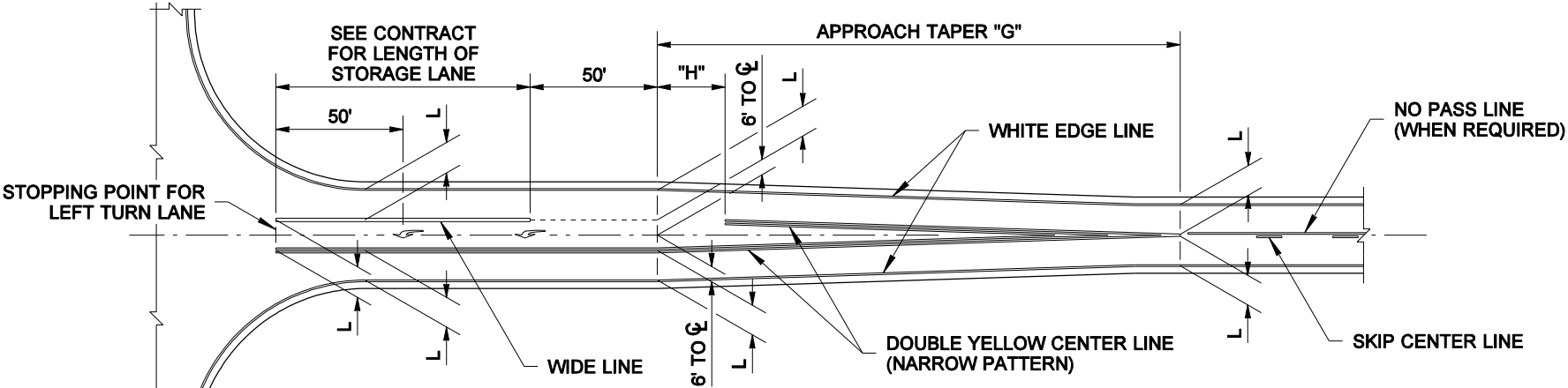
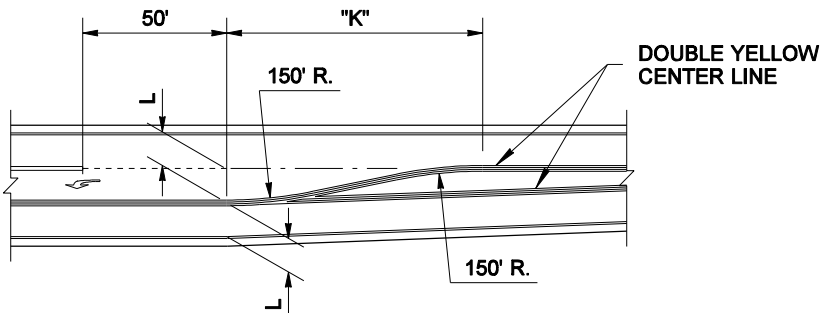


DRAWN BY: BILL BERENS

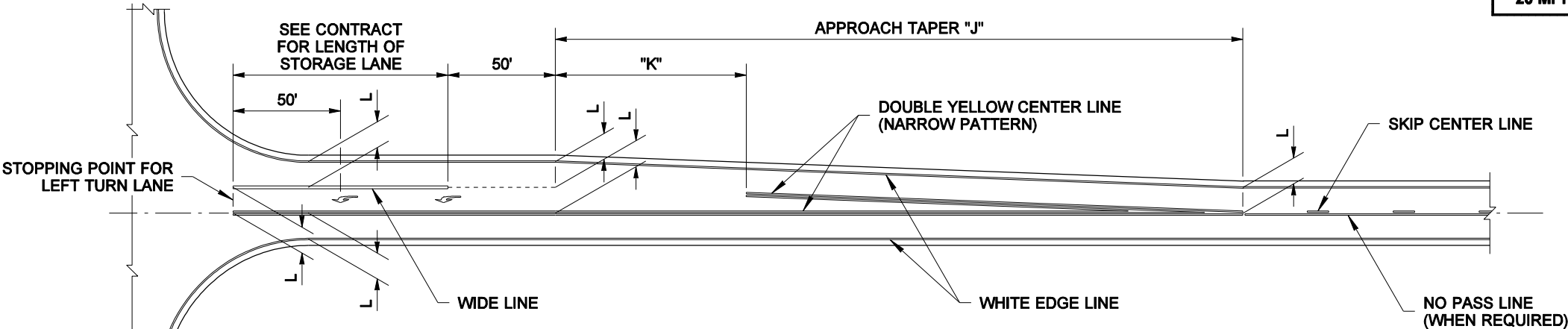


**LEFT TURN CHANNELIZATION**  
**REDUCED TAPER LENGTHS ~ SYMMETRICAL WIDENING**  
(FOR LIMITED USE IN URBAN AREAS WITH POSTED SPEEDS OF 40 MPH OR LESS)

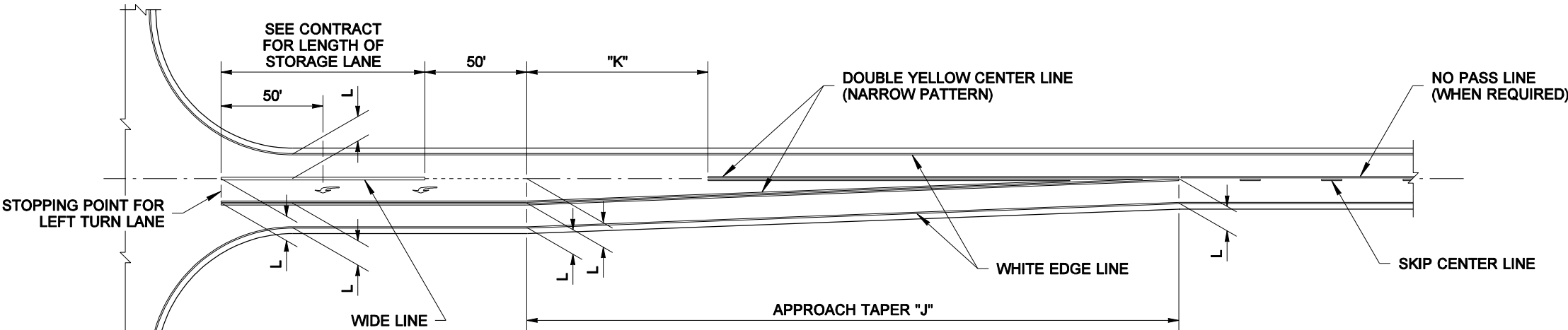


**OPTIONAL MARKED DECELERATION TAPER**  
(FOR LIMITED USE IN URBAN AREAS)

POSTED SPEED	APPROACH TAPER "G"	DIMENSION "H"	APPROACH TAPER "J"	DIMENSION "K"
40 MPH	160'	27'	320'	53'
35 MPH	123'	20'	245'	41'
30 MPH	90'	15'	180'	30'
25 MPH	63'	10'	125'	21'
20 MPH	40'	7'	80'	13'



**LEFT TURN CHANNELIZATION**  
**REDUCED TAPER LENGTHS ~ ASYMMETRICAL WIDENING RIGHT OF CENTERLINE**  
(FOR LIMITED USE IN URBAN AREAS WITH POSTED SPEEDS OF 40 MPH OR LESS)



**LEFT TURN CHANNELIZATION**  
**REDUCED TAPER LENGTHS ~ ASYMMETRICAL WIDENING LEFT OF CENTERLINE**  
(FOR LIMITED USE IN URBAN AREAS WITH POSTED SPEEDS OF 40 MPH OR LESS)

**GENERAL NOTES**

1. The channelization shown on this plan assumes optimal roadway geometric design. The dimensions may vary to fit existing conditions. See Contract.

L = 12' Typical Lane Width. See Contract for specified lane widths.

**LEGEND**

↩ Type 2L Traffic Arrow



EXPIRES MAY 5, 2005

**LEFT TURN CHANNELIZATION REDUCED TAPERS**  
**STANDARD PLAN M-3.20-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

**Harold J. Peterfeso**

STATE DESIGN ENGINEER

**12-15-04**

DATE



Washington State Department of Transportation

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.